Integrated Impact Assessment – Summary Report

Each of the numbered sections below must be completed
Please state if the IIA is interim or final

1. Title of proposal

Corstorphine Connections

2. What will change as a result of this proposal?

As part of the Councils City Mobility Plan, a programme of Low Traffic Neighbourhoods (LTN) are to be delivered in Edinburgh. LTN's aim to reduce the impact of traffic in residential areas and promote walking, cycling, wheeling and use of public transport. In addition, measures can create the opportunity to enhance the street environment and create new public spaces. Since May 2023, the project implemented various LTN type measures in the Corstorphine area as an Experimental Traffic Regulation Order (ETRO) for 18 months. This IIA report has most recently been updated to consider the findings of the 12-month post evaluation monitoring and ETRO feedback.

The trial project scope was based on analysis of traffic data, background information and the feedback from the first stage of community engagement.

The proposals were formed as a result of public consultation with residents who cited issues with speeding vehicles in their residential streets, increased through traffic volumes (non-local / rat-running) and concerns over the safety of cycling on these streets. Traffic data was obtained which verified these concerns. In addition, concerns about traffic and walking in this area were demonstrated through feedback from the Community Council, Corstorphine Primary school parent council, the public life street assessment, and the Commonplace survey.

The trial was delivered in two phases of construction;

Phase 1

- Added planting and seating and created safer spaces outside local primary schools.
- A no entry north bound on Featherhall Avenue at the junction with St John's Road
- A bus gate on Manse Road at the junction with St John's Road which operates Monday to Friday 8am to 10am and 2.45pm to 6.30pm
- Bollard protection to prevent pavement parking on Kirk Loan
- Pencil bollards to replace existing temporary cones at the junction with Meadow Place Road and Featherhall Crescent.

Phase 2

Work has been completed to widen pavements and reduce pedestrian crossing distances at key locations below. This will make it easier and safer for people walking in the area.

- Corstorphine High Street
- Junction of Featherhall Terrace at Featherhall Avenue
- Junction of Kirk Loan at Saughton Road North
- Junction of Dovecot Road at Ladywell Avenue
- Junction of Featherhall Avenue at Ladywell Road
- Junction of Saughton Road North at Roull Road and Broomfield Crescent

Throughout the trial period, a detailed monitoring and evaluation programme was undertaken to understand the impacts and outcomes of the project. This includes traffic data, pedestrian and cycle data, noise, air quality, resident attitudinal surveys, and business surveys.

3. Briefly describe public involvement in this proposal to date and planned

In February 2021, Stage 1 of community engagement for Corstorphine Connections commenced. This programme included:

- Attending Community Council meetings to present the project
- Creation of a Community Reference Group specific to project
- Information shared via press release and social media
- Leaflets sent to all households and businesses within the proposed project area; and
- Online survey

The following engagement events were carried out for Stage 2:

- Leaflets sent to all households and businesses within the proposed project area
- Information shared via press release and social media
- Lamp post wraps at key locations
- Public co-design style workshops held digitally
- Door to door visits and leaflet drop to all businesses within the project area
- Meeting with the Edinburgh Access Panel
- Meeting with the Corstorphine Business Community and emergency services, and;
- Meeting with Community Council representatives

Following approval of the main scheme designs/measures, further engagement was undertaken late 2021 with the public and schools to consider placemaking designs in the area. Details are available on the project website including summary reports: https://www.edinburgh.gov.uk/cycling-walking-projects-1/corstorphine-connections/1.

Prior to scheme implementation in January 2023, additional engagement and communications were undertaken which included:

1. Pre-construction notification letter to all residents and businesses in the project area.
2. Emails to all stakeholders and people signed up to project mailing lists.
3. Door to door visits to all businesses within the project area
4. Frontage properties who may be affected by the road works during construction received additional letters with information.
5. Regular attendance and updates at Corstorphine Community Council meetings.

4. Is the proposal considered strategic under the Fairer Scotland Duty?

Following review of the Fairer Scotland Duty: guidance for public bodies (August 2022) – the project is not considered a Strategic Decision, in accordance with pages 15 and 16 'Defining Strategic Decisions'**.**

5. Date of IIA

23/09/20
21/11/21
25/01/23
03/09/2024

6. Who was present at the IIA? Identify facilitator, lead officer, report writer and any employee representative present and main stakeholder (e.g. Council, NHS)

Name	**Job Title**	**Date of IIA training**
Martyn Lings	CEC, Project Manager	23/09/2020 21/11/2021 25/01/2023 03/09/2024
Paul Matthews	AECOM, Project Manager	23/09/2020 21/11/2021 25/01/2023 03/09/2024
Dan Jeffs	Sustrans, Urban Designer	23/09/2020 21/11/2021 25/01/2023
Christina Eley	Sustrans, Engagement Officer	23/09/2020 21/11/2021
Kasper Schwartz	Sustrans, Grant Advisor	25/01/2023
Sam Tulloch	AECOM, Engineer	25/01/2023
Callum Allan	AECOM, Graduate Consultant	03/09/2024

7. Evidence available at the time of the IIA

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal
Data on populations in need	Scotland Census Scottish Index of Multiple Deprivation (SIMD) Edinburgh Locality and Ward Profiles	The Corstorphine area populations ages are generally in-line with Edinburgh averages however to whole area is shown to have an older population than the national average with less people under the age of 44 and more people over the age of 60 than average. The Health of people in Corstorphine is generally in line with Edinburgh averages, with slightly less people 'limited a lot' by health and slightly more people 'not limited' by health. The majority of people are of a white Scottish / British ethnicity, but there are pockets of people with different backgrounds, including people of African, Asian, and Other White ethnicities. The vast majority speak English well or very well in Corstorphine. Car ownership in the area is high on comparison with Edinburgh averages with Corstorphine indicated as having an average of 28.6% of population with no access to car compared to 39.9% in Edinburgh. Travel to work or Study is broadly in line with Edinburgh averages. The proportion of people traveling by bus is higher than the Edinburgh average (26.3% vs 24.9%) and the proportion of people working from home in Corstorphine is less than the Edinburgh average (8.4% vs 11.3%)
Data on service uptake/access	Scotland Census Edinburgh Walking and	https://www.sustrans.org.uk/media/13315/walking-and-cycling-index-2023-edinburgh.pdf 45% of all residents' cycle

	Cycling Index 2023 Scottish Household Survey 2022	22% of residents cycle at least once a week Bike availability in Edinburgh is generally in line with the Scottish average for access to none, one, two, or three or more.
Data on socio-economic disadvantage e.g. low income, low wealth, material deprivation, area deprivation.	SIMD 2020 https://simd.scot/	No Data Zones within Corstorphine, Corstorphine North or Corstorphine South fall within the 20% most-deprived data zones in Scotland.
Data on equality outcomes	Walking and Cycling Index 2023	https://www.sustrans.org.uk/media/13315/walking-and-cycling-index-2023-edinburgh.pdf In Edinburgh, 28% of men and 16% of women cycle at least once a week highlighting that almost twice as many men as women cycle in Edinburgh. In addition, people in lower income households are less likely to cycle at least once a week (10% of socio-economic group DE) than people in higher income households (27% of socio-economic group AB). Over 30.7 million trips were made by bike in Edinburgh in 2023. Within Edinburgh, ethnic minority groups, women and over 65s cycle less than other population groups Women (16%) compared to men (28%) Over 65 (6%) compared to: Ages 16-25 (19%) Ages 26-35 (26%) Ages 36-45 (29%) Ages 46-55 (28%) Ages 56-65 (17%)

		Ethnic Minority Groups (11%) compared to White People (23%)
Research/literature evidence	Place-Making with Older Adults: Towards Age-Friendly Cities and Communities	LINK Ageing populations have created challenges in how to best design urban environments that support and promote everyday social engagement and healthy urban living for older people. The ageing-in-place agenda has become a key driver in redefining policy for older people. This suggests the preferred environment to age is in the community, as long as people can remain active, engaged, socially connected and independent.
	Neighbourhoods for life: Designing dementia-friendly outdoor environments	LINK Unless outdoor environments are designed to help older people with dementia continue to use their local neighbourhoods, they will become effectively housebound.
	Cycling for everyone: A guide for inclusive cycling in cities and towns	LINK Higher Health/Economic inequalities amongst ethnic minorities than white groups – page 31 More people from ethnic minority groups want to start cycling than any other group – page 33
	Pave the Way – Transport for All (Jan-2021)	https://www.transportforall.org.uk/campaigns-and-research/pave-the-way/ Whilst predominantly focused on delivery of Low Traffic Neighbourhoods, the recommendations also cover the development and delivery of active travel infrastructure schemes, including: Meaningful engagement with disabled people in the community, including consultation with disabled residents.

		Meaningful outreach must be done to find these people to speak to and consult. For schemes that have been implemented with no consultation and no EQIA, a retrospective equalities analysis should be undertaken by a professional with expertise in disabled access and coproduced with disabled residents where possible. The EQIA should be specific to the scheme, and detailed and thorough enough to identify the problematic areas and put forward solutions to mitigate impact. Accessibility upgrades to pavements, cycle lanes and roads - as part of any and all streetspace initiatives - as a matter of urgency, and as a priority for all streets. These include dropped kerbs, flattened, and tarmacked pavements, tactile signage. Investment in wider accessibility upgrades to the public realm, so that public transport is an accessible and viable alternative to car-use. These include: a commitment to level boarding for all trains, improvements to signage across all networks, two wheelchair accessible spaces on buses. Key citywide documents include: Edinburgh's Public Realm Strategy The Economic Strategy City Plan 2030 City Centre Transformation Low Emission Zones City Mobility Plan The Edinburgh Street Design Guidance National Transport Strategy 2050 City Vision The Edinburgh Design Guidance Active Travel Action Plan Circulation Plan
	Various Council Policies	
	Sustrans, A guide to the evidence around low	https://www.sustrans.org.uk/for-professionals/infrastructure/an-introductory-guide-to-low-traffic-neighbourhood-design/an-introductory-guide-to-low-traffic-neighbourhood-design-

	traffic neighbourhoods (2021)	contents/design-guide/all/5-a-guide-to-the-evidence-around-low-traffic-neighbourhoods
	Visual Looming and Child Pedestrian Safety	https://journals.sagepub.com/doi/10.1177/0956797611400917 Research has shown that children cannot reliably detect a vehicle approaching at speeds higher than approximately 25mph
	Age UK – Offline and Overlooked	https://www.ageuk.org.uk/globalassets/age-uk/documents/reports-and-publications/reports-and-briefings/offline-and-overlooked-report.pdf Around 1 in 6 of people aged 65 and over, equivalent to 2.3m do not use the internet at all, and almost half (48%) of these people are aged 75+.
		https://jech.bmj.com/content/78/7/437
	Traffic speeds and reduced road traffic collisions.	https://road-safety.transport.ec.europa.eu/eu-road-safety-policy/priorities/safe-road-use/safe-speed/archive/speed-and-accident-risk_en Various sources demonstrate a direct relationship between lower speeds and lower risk of road traffic collisions.
Public/patient/client experience information	ETRO Feedback Analysis	Opportunity for the public to provide feedback – 654 responses in total. 50 respondents felt that the ETRO's had enhanced equality in the area for young people and the elderly. 36 respondents said that the ETRO's have improved the safety for the young and elderly with the majority of these comments stating that the ETRO's had improved the safety of routes to schools 249 respondents felt that the ETRO's have had a detrimental effect of the equality of young and elderly people in the area. 169 of the 249 comments felt that the changes implemented by the ETRO's has made young and elderly pedestrians less safe in

		the area. This concern was mostly focused on increased traffic levels on High Street (outside Corstorphine Primary School), Station Road, and Featherhall Avenue. Illegal manoeuvres caused by confusion around the ETRO and illegal parking in the area were also reasons provided for the concern of the safety of young and elderly pedestrians. Before and after the scheme was put into place, surveys were carried out at Corstorphine Primary School to evaluate its effects on students' modes of travel to school. Following the scheme's introduction, there has been a rise in the proportion of pupils using wheeled transportation and a reduction in the proportion of students being driven.
Evidence of inclusive engagement of people who use the service and involvement findings	ETRO Feedback Analysis	Opportunity for the public to provide feedback – 654 responses in total. Age, disability, and pregnancy / maternity were the protected characteristics brought up throughout this feedback. Positive themes brought up through the ETRO feedback included: Improved equality for young people and the elderly Improved pedestrian and cyclist safety in the area Wider pavements improved accessibility / mobility ETRO changes encouraging cycling Negative themes brought up through the ETRO feedback included: Worsened equality or young people and the elderly Worsened safety for pedestrians Increased traffic levels on High Street and illegal parking Increased traffic/travel times, lack of parking, and new road layout made accessibility worse for elderly people relying on cars/private vehicles

		Concerns over the Bus Gate on Mase Road – particularly for people living / visiting The Cedars retirement complex Poor pavement conditions and poorly placed bollards reduce mobility, particularly for the elderly A feeling of being forced to change mobility habits while not being in a position to do so A lack of disabled parking
Evidence of unmet need		Feedback received on the ETRO did not get categorised under the following characteristics: Gender Reassignment Marriage and Civil Partnership Race Religion or Belief Sex Sexual Orientation
Good practice guidelines	Edinburgh Street Design Guidance Cycling by Design 2021	LINK LINK
Carbon emissions generated/reduced data	Edinburgh Walking and Cycling Index 2023 Air Quality Monitoring as part of project	https://www.sustrans.org.uk/media/13315/walking-and-cycling-index-2023-edinburgh.pdf Report notes potential to save 42,000 tonnes of greenhouse gas emissions through supporting active travel to meet demand. The annual mean NO_2 AQO of 40 µg/m^3 was not exceeded at any of the 25 Corstorphine monitoring sites. Most sites showed a small decrease in NO_2 concentrations when comparing post-scheme to pre-scheme concentrations. Changes were small overall, ranging from -4.1 to 1.8 µg/m^3. Edinburgh wide air quality monitoring trends reflect this assessment, leading to the conclusion that fleet emission improvements are most likely responsible for this decrease, as opposed to the effects of the Corstorphine Connections project.

Environmental data	CEC Air Quality Action Plan and Action Reports.	Action Plan: LINK Progress Reports: LINK The original 2010 AQAP includes St. Johns Road as an Air Quality Management Area (map dated December 2000). At the time of the report in 2010 St. Johns Road was expected to exceed AQ targets and identified for monitoring. AQ Action Plan and recent Progress Report (2021) has noted that NO2 levels are currently below thresholds for AQ management, and no breaches have been recorded. Mitigation measures have also been implemented on the route. The Action Plan makes reference to the implementation of the LTN and recommendation to continue to monitor the AQMA following the LTN implementation. Both project teams are in regular communication to share information.
Risk from cumulative impacts		As above regarding the St. Johns Road AQMA.
Other (please specify)	N/A	
Additional evidence required	Traffic Volume and Speed Data	As per Monitoring and Evaluation report. Traffic surveys show a reduction in overall traffic on streets around Corstorphine Primary School and this reduction is greater during the peak traffic periods, when the bus gate is operational. However, there has been an increase in overall traffic in the remainder of the project area and on the boundary roads outside the project area. With reference to wider traffic volume trends in Edinburgh, the increases in total volumes are in-line with that seen elsewhere in the city and unlikely attributed to the project. Traffic speeds in the area have generally fallen, with a collective average speed reduction on roads around Corstorphine Primary School of 1.9 - 2.1mph being a particularly positive sign for road safety. The most significant change has been on

		Dovecot Road where average recorded speeds have reduced by 4.3mph following the introduction of physical traffic calming measures (speed cushions). The main increases in traffic speeds are on St John's Road and Station Road, however the average speed on both streets is still below 20mph.

8. In summary, what impacts were identified, and which groups will they affect?

Equality, Health and Wellbeing and Human Rights	Affected populations
Positive Reduced traffic volumes and traffic speeds as well as improved footways and crossing points will reduce conflict between active travel and other road users. Improving safety.	All population groups
Increased footway width creates more room for pedestrians that require additional space such as wheelchair users and parents with prams, reducing conflict with other road users.	Disabled people and parents of young children
Safer routes to school have increase the perception of safety of school children walking, wheeling, or cycling to school.	Young People
Increased and improved dropped kerbs, speed reduction measures and seating have made walking, wheeling, and cycling more accessible.	All population groups (particularly elderly and disabled people)
Increased road safety will improve access to communal, social, and green spaces in the local area.	All populations groups
Removing through traffic will make walking, wheeling, and cycling more accessible and will also make public transport more accessible improving connectivity to more affordable methods of transportation	All population groups
Increased walking wheeling and cycling increases natural surveillance in the area improving the perception of street safety.	All population groups (more important to vulnerable groups)

Equality, Health and Wellbeing and Human Rights	Affected populations
Engagement with residents through market research survey and ETRO feedback help raise awareness of the project, get locals thinking about their travel choices and gave opportunity for locals to influence project decisions.	All population groups
The project has encouraged active travel in the area by creating a safer and more accessible environment for walking wheeling and cycling	All population groups
The project has encouraged active travel in the area by creating a safer and more accessible environment for walking, wheeling, and cycling.	All population groups
Negative Some streets in the project area have seen increased traffic volumes which may increase pollution levels in those areas, creating a negative perception of street safety in these areas.	All population groups (may be more impactful on vulnerable groups)
Reduced number of junction access for people using motor vehicles to access some residential areas.	Those living in affected area
Poorly placed street furniture, road signs and bollards could reduce the accessibility of some road users, particularly those with visual impairments or accessibility restrictions.	Some disabled groups
Reduced traffic speeds and increased journey times may lead to longer work days for some residents.	Residents that require a private car for work.
Reduced traffic volumes will decrease the amount of passing surveillance in the area which may reduce the perception of safety on some streets.	All population groups (more important to vulnerable groups)
Residents that are reliant on cars due to physical restrictions may find the area less accessible due to new road layouts and increased traffic in some areas	Elderly and disabled

Environment and Sustainability including climate change emissions and impacts	**Affected populations**
Positive Promoting modal shift to low carbon forms of travel (walking, wheeling, and cycling) from motorised travel should have short- and long-term benefits on the local environment.	All population groups

Environment and Sustainability including climate change emissions and impacts	Affected populations
Air and noise pollution will decrease across routes where traffic volumes have decreased.	All population groups (particularly those living in reduced traffic areas)
The use of planters as enforcement measures of road restrictions has enhanced the bio diversity of the project area.	All population groups
Reduction of traffic volumes as well as increased pedestrian and cycle counts in some areas suggests that the perception of road safety in these areas has increased.	All population groups
Access for emergency vehicles is still maintained.	All population groups
Improved street safety and accessibility has made walking wheeling a cycling in the area more viable reducing the need for long distance journeys.	All population groups
Improved accessibility to social and green spaces via more sustainable modes.	All population groups
Negative Potential spread of emissions due to displaced traffic as a result of restrictions.	All population groups (especially those with private vehicles)
Increased journey times in some locations may cause residents who are reliant on a private vehicle for their mobility to generate more emissions on their journey	People reliant on private vehicles.

Economic	Affected populations
Positive The project has the potential to improve mobility by prioritising more affordable methods of transport increasing overall income by reducing transport costs	People aged 23-59 (all other age groups have free access to public transport across Scotland)
Increase access to open spaces, amenities, schools, and work by making active travel routes to these locations	All population groups (particularly local business)
Improve road safety making walking, wheeling, and cycling more accessible and improve access to local job opportunities. Improved accessibility to public transport	All population groups

Economic	Affected populations
can increase job opportunities for people limited by the location of some employment.	
Negative Increased car journey times increasing the working day for those that require a private vehicle for work. Increased car journey times making accessing some job opportunities difficult for some residents. Increased journey times and new road layouts making driving somewhat less accessible for those who require a vehicle to access local amenities.	People that require a vehicle. All population groups Those that require a private vehicle.

9. Is any part of this policy/ service to be carried out wholly or partly by contractors and if so, how will equality, human rights including children's rights, environmental and sustainability issues be addressed?

There will be elements and actions noted that will be partly outsourced to contractors who will assist City of Edinburgh Council in its delivery. On those occasions, the Council's Procurement Policy will be followed.

10. Consider how you will communicate information about this policy/ service change to children and young people and those affected by sensory impairment, speech impairment, low level literacy or numeracy, learning difficulties or English as a second language? Please provide a summary of the communications plan.

Any communication associated with this project will include the opportunity to have it translated or to be communicated in other formats.

Consideration should be given to traditional media and social media will be used to convey messages throughout, ensuring that the message is received by as large an audience as possible.

11. Is the plan, programme, strategy, or policy likely to result in significant environmental effects, either positive or negative? If yes, it is likely that a Strategic Environmental Assessment (SEA) will be required and the impacts identified in the IIA should be included in this. See section 2.10 in the Guidance for further information.

Yes – transport and tourism. However, SEA is not thought appropriate for this level of intervention, as this is a detailed engineering intervention as opposed to a strategy or policy.

12. Additional Information and Evidence Required

If further evidence is required, please note how it will be gathered. If appropriate, mark this report as interim and submit updated final report once further evidence has been gathered.

13. Specific to this IIA only, what recommended actions have been, or will be, undertaken and by when? (these should be drawn from 7 – 11 above) Please complete:

Specific actions (as a result of the IIA which may include financial implications, mitigating actions and risks of cumulative impacts)	**Who will take them forward (name and job title**	**Deadline for progressing**	**Review date**
Work with access panel to share information with local access and disability groups.	Project Team	Ongoing throughout trial period as part of Monitoring and Evaluation programme.	Complete
Leaflet drops to all households; printed comms to those who requested at previous stage; offer of audio versions, phone, and email.	Project Team	Ongoing throughout trial period as part of Monitoring and Evaluation programme.	Complete
Ensure all designs and proposals are audited in terms of accessibility.	Project Team	Ongoing throughout trial period as part of Monitoring and Evaluation programme.	Complete
Monitor impacts on wider road network and safety impacts in M&E plan.	Project Team	Ongoing throughout trial period as part of Monitoring and Evaluation programme.	Complete
Include details of audio translation or BSL on leaflet materials.	Project Team	Ongoing throughout trial period as part of Monitoring and Evaluation programme.	Complete
Local resident consultation with affect frontage properties	Project Team	Ongoing throughout trial	Complete

Specific actions (as a result of the IIA which may include financial implications, mitigating actions and risks of cumulative impacts)	Who will take them forward (name and job title	Deadline for progressing	Review date
around areas of parking loss to advise of any accessibility requirements.		period as part of Monitoring and Evaluation programme.	
Targeted engagement for effected businesses to understand their requirements.	Project Team	Ongoing throughout trial period as part of Monitoring and Evaluation programme.	Complete
Monitor changes of traffic levels on streets within the project area and assess their potential effects. Report these changes and potential effects to Council Committee with recommendations on proposed next steps. Council Committee will consider the report and determine the future of the trial project.	Project Team and committee councillors	Report to Traffic Orders Sub-Committee September 2024	October 2024
Monitor the feedback, particularly from disabled people, on the street furniture introduced through the project and assess potential changes during the trial and as part of a permanent scheme, if implemented. Some changes have been made during the trial, such as replacing many bollard units with standard footway construction. Other changes would be proposed as part of a permeant scheme if a permanent scheme is approved by committee.	Project Team and committee councillors	Some changes have been made during the trial. Report to Traffic Orders Sub-Committee September 2024	October 2024
Undertake attitudinal surveys to assess how safe people feel streets are during the trial. Report these findings to Council Committee with recommendations on proposed	Project Team and committee councillors	Some changes have been made during the trial. Report to Traffic Orders Sub-	October 2024

Specific actions (as a result of the IIA which may include financial implications, mitigating actions and risks of cumulative impacts)	Who will take them forward (name and job title	Deadline for progressing	Review date
next steps. Council Committee will consider the report and determine the future of the trial project.		Committee September 2024	
Report to committee responses to the ETRO consultation, including any that relate to impacts on journey times related to work. Council Committee will consider the report and determine the future of the trial project.	Project Team and committee councillors	Some changes have been made during the trial. Report to Traffic Orders Sub-Committee September 2024	October 2024

14. Are there any negative impacts in section 8 for which there are no identified mitigating actions?

No.

15. How will you monitor how this proposal affects different groups, including people with protected characteristics?

Monitoring and evaluation has been developed to understand the effects of the proposals and residents' opinions. This includes:

- Surveys of vehicle volumes and speeds to assess whether the measures have been effective in reducing speeds and volumes to levels that are considered to be safe and attractive for active travel, as set out in the Edinburgh Street Design Guidance.
- Surveys of the number of people using active travel on streets in the area.
- Engagement with the local community on the project
- Traffic surveys on levels of congestion on key roads in the area.

As this is a trial project under ETRO, changes can be made to address issues and suggestions raised by the monitoring and feedback.

16. Sign off by Head of Service

Name Hannah Ross

Date 11 September 2024

17. Publication

Completed and signed IIAs should be sent to:
integratedimpactassessments@edinburgh.gov.uk to be published on the Council website www.edinburgh.gov.uk/impactassessments
Edinburgh Integration Joint Board/Health and Social Care
sarah.bryson@edinburgh.gov.uk to be published at www.edinburghhsc.scot/the-ijb/integrated-impact-assessments/